

Jeff Lenhart Reigns Over Western Hemisphere Series at Buenos Aires

Jeff Lenhart sailed a dominating series to become the Western Hemisphere Champion of the Snipe Class. The thirteenth contest for the Hayward Trophy was held on the Rio de la Plata, Buenos Aires, Argentina November 1st through 10th. Jeff and his crew, Donnie Krebs took the lead after the fourth race and proceeded to acquire no further points. Finishes of 2-(9)-2-2-1-1-1 produced the incredible total of 9 points. In second place was defending champion, Augie Diaz with father, Gonzalo as crew. Third place was taken by the Japanese National Champion, Akinori Ueda with Eizi Mitsuoka as crew. They were followed by Marco Aurelio Paradedada and Danilo Grussner from Brazil and Pedro Sisti and Julio Labandeira from Argentina.

Lenhart's dominance was evidenced by the fact that he arrived first at the first windward mark in 8 out of 10 starts. He had the uncanny ability to pick the right place to go in virtually every race, and almost achieved the enviable position of not having to sail the last race.

It is hard to see where anyone ever associated the term "bridesmaid" with Jeff but that he had become. His finishes of 2nd-3rd-2nd-2nd in the U. S. Nationals shows he was a consistently good sailor, but not quite good enough. Now, that is no more, for he demonstrated he is a CHAMP.

Lenhart is a California sailmaker and has been top sailor in Snipes almost since he started in the class in 1968. Until now, his biggest win was the Zimmerman Trophy for the Winter Circuit. He admits

WESTERN HEMISPHERE CHAMPIONSHIP					
Country	Skipper/Crew	Places	Points	Finish	
United States	Jeff Lenhart/Donald Krebs	2-9-2-2-1-1-1	9	1	
United States	Agustin Diaz/Gonzalo Diaz	6-7-1-3-2-2-9	36.4	2	
Japan	Akinori Ueda/Eizi Mitsuoka	3-3-1-1-1-6-AB-3	45.8	3	
Brazil	Marco Paradedada/Danilo Grussner	1-5-9-7-3-3-10	49.4	4	
Argentina	Pedro Sisti/Julio Labandeira	7-6-dq-4-4-4-2	51.7	5	
Japan	Kiyomi Okieda/Takeaki Shimada	5-1-4-8-7-9-6-6	56.7	6	
Uruguay	Carlos Murguia/Jose Torre	dq-2-3-9-5-7-7	59.7	7	
Uruguay	Pedro Garra/Jorge Manganeli	4-4-6-10-8-5-4	59.7	8	
Argentina	Fernando Sanjurjo/Raul Turienzo Alsina	10-13-5-5-11-X-5	75	9	
Brazil	Waldemar Bier/Celso Cauduro	14-11-8-6-10-6-8	88.4	10	
Chile	Luis Herman/Federico Pfingsthorn	9-8-12-11-12-11-11	98	11	
Ecuador	Lorenzo Depascale/Enrique Echanique	8-12-7-15-15-10-14	102	12	
Canada	John Astephen/Peter Astephen	11-16-14-13-9-8-15	106	13	
Chile	Andres Elgueta/Fernando Elgueta	12-10-15-14-13-13-12	110	14	
Paraguay	Carlos Gorostiaga/Bertrand Gayet	13-14-13-12-16-12-15	116	15	
Colombia	Enrique Ortega/Roberto Gutierrez De Pineres	15-15-10-AB-14-14-13	117	16	

X - Breakdown Points AB - DNS

to starting sailing late in life (age 11) but after nearly 20 years it has paid off. Truly an interesting and charming person, Jeff was a popular winner.

The Championship was held by Club Nautico San Isidro, home of fleet 274 and many top Snipe sailors. The club is quite old but delightfully informal. Everyone was extremely kind and helpful, demonstrating the kind of hospitality generally known as "Southern". The club's extensive grounds include tennis courts and golf courses as well as all facilities needed for boats. However, everyone seemed "sail" oriented and even the club manager worried about whether the wind was going to be right for sailing.

Snipes first appeared in Argentina in 1935, only 4 years after the boat was designed. The boats were built from plans from RUDDER magazine and by 1938 they had over a hundred Snipes. Shortly

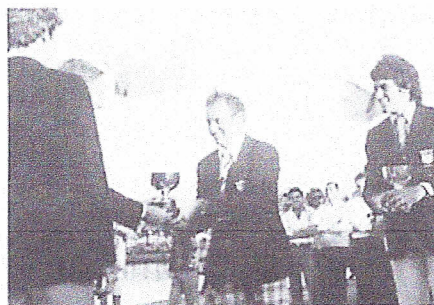
thereafter the sailors affiliated with SCIRA in Fleet No. 105, Argentine Snipe Association. Snipe is making a strong resurgence and is attracting many top sailors.

The conditions there are conducive to sailing. Although quite far south the temperature never gets down to freezing. Sailboats are prevalent. The afternoon of the practice was the end of a three-day weekend and the first warm weather of Spring. This produced the largest array of boats imaginable - sailboats from horizon to horizon.

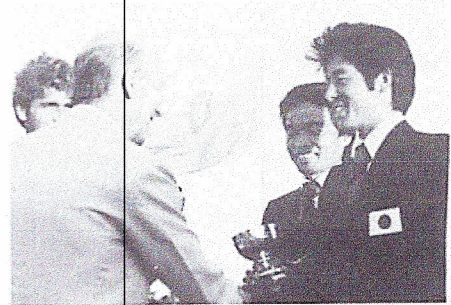
The Rio de la Plata is shallow, generally 6 to 10 feet. This produces a constant chop, even in almost drifting conditions. It becomes a "gear-buster" when the wind gets over 20 knots, especially if it has been blowing for awhile. Although there was little current,



Commodore Swanson presents trophies to winners, Jeff Lenhart and Donnie Krebs.



Second place finishers, Augie Diaz and Gonzalo Diaz (center).



Akinori Ueda and Eizi Mitsuoka receive third place trophies.

it was apparently tricky at times. The tide was imperceptible but when the wind blew from the South, it held back the natural flow of water and raised the water level about 8 feet once during the series.

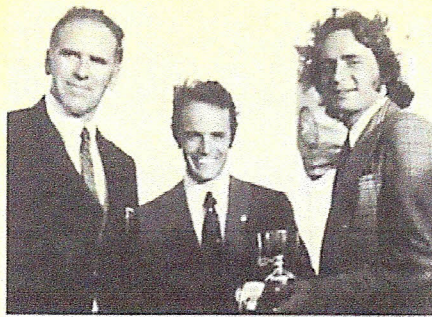
Racing got under way on Sunday with scheduled practice race, in winds of 4-6 knots. Lenhart got the start at his favorite pin end and led for the entire race. Following the usual procedure of U. S. sailors, he didn't finish, leaving the win for Pedro Sisti. Some call it superstition, but it is really a fact — don't ever win the practice race (Flavio is a betting man and he lost a beer on this one.)

Sunday night a cold front moved through bringing a cold south wind (come, now!) with winds over 20 knots, rain and very chilly weather. The troops sallied forth for the first scheduled race on Monday but very shortly the race committee cancelled the races, conditions being too dangerous.

Tuesday the first race was started in a nice medium wind. Lenhart got a good start followed by Ueda and Diaz. This was the order until the last windward leg. Paradedada rounded the downwind mark several boats behind but held to the starboard side of the course. The wind lightened and gave Paradedada a favorable shift and he was able to finish ahead of Lenhart. The second race was run in 4-5 knot and shifty winds. The wind had shifted badly at the start and gave Lenhart his worse race for the series. The race was protested but the protest was disallowed.

The next day the race was started in 8-9 knot wind. Paradedada was over early and never recovered. Lenhart's good start held him through the first half but Diaz and Sisti passed him. The wind dropped towards the end and became quite shifty. Within 50 yards of the finish line, any one of 5 or 6 boats could have won. The most exciting finish imaginable saw Diaz the winner with Lenhart, Sisti, Murguia and Okieda in that order. Sisti was subsequently disqualified from a previous mark-rounding situation. The next race was run in a dying wind with the heavy weather man, Waldemar Bier having a commanding lead and very near the finish line when the time ran out.

Thursday the winds were up to 12-14 knots and Lenhart took his usual lead but lost it to Ueda who was always good off the wind. On the last leg Lenhart and Sisti had split sides with Ueda and Diaz and were ahead when a shift favored the other side. Ueda won with Lenhart second followed by Diaz and Sisti. Again the usual light air was plaguing the sailors and the next race was cancelled for



Vice Commodore Griffing and fourth place finishers, Marco Aurelio Paradedada (center) and Danilo Grussner.

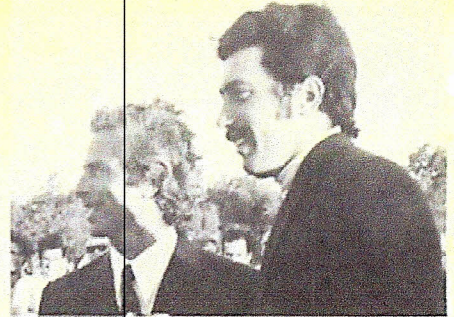
failure to complete the first lap in 1½ hours.

At this point only 4 races had been completed in 4 days, with two days left to finish 3 races so the first race on Friday was scheduled early. Luck held because winds of 12 knots for the first race continued to build all day. After a good start Diaz and Lenhart dueled all the way with Lenhart taking the finish gun and Paradedada coming in third. With winds eventually topping 20 knots the top four finishers were the same as for the prior race! Lenhart, Diaz, Paradedada and Sisti. This was a real heavy weather test and the lighter weight teams suffered as did some of the masts.

In the final race the only man who could beat Lenhart was Diaz. Diaz had to win and Lenhart had to get a 9th or worse. Diaz got bottled up at the start, took a tack to the starboard side which turned bad and lost his chance for a win. Lenhart had to stay out of trouble so proceeded to do just that — he got way out in front and stayed there, never threatened. Sisti finished second followed by Okieda.

The regatta rules require rotation of boats except where there are sufficient boats by the same manufacturer. This year no rotating was required since fiberglass boats by Bordalani were furnished. All boats were equal except deck rigging which was of no concern since each skipper changed these to suit himself. A new aluminum mast, which was just being developed in Argentina was furnished each competitor. They proved quite equal but needed additional heat treating since some of them took permanent bends. Boards were full size radius.

The Argentinians conducted a fine series, provided great entertainment and above all, presented an informal hospitality that delighted all in attendance. A heartfelt thanks goes to all the fine people who did so much work to put on a tremendous championship.



Pedro Sisti and Julio Labandeira with their fifth place trophies.

WH Secretaries Meet at Buenos Aires

The Western Hemisphere Secretaries met at the Yacht Club San Isidro, Argentina, November 7, 1974

Presiding: Western Hemisphere Secretary General Roberto Salvat.

Present: Commodore Ralph Swanson, WH Vice-Secretary Flavio Caiuby, Secretaries or their representatives as follows: Argentina — Fredrick T. Ashby; Canada — Peter and John Astephen; Chile — German Pfingsthorn; Brazil — Paulo Paradedada; Columbia — Enrique Enchanique; Ecuador — Lorenzo Depascale; Japan — Eizi Mitsuoka; Uruguay — Jose Luis Murguia; U.S. — Stu Griffing, and Lowry Lamb, Executive Secretary. Mrs. Roberto Salvat was the interpreter.

Secretary General Salvat opened the meeting with greetings and good wishes and presented four agenda items which were acted upon as follows:

BIDS FOR 1976 WH CHAMPIONSHIP

Astephen of Canada extended a tentative invitation. The details will have to be worked out and the date will have to be in September because of the climate.

Paulo Paradedada presented a firm invitation for Porto Alegre, Brazil. The club there held the World Championship in 1959.

Pfingsthorn presented a tentative bid for Chile. They have a special problem since they have no local builders and the import taxes are prohibitive, except that they are waived for boats imported for championship regattas.

All these bids were accepted for consideration. Definite plans will have to be made and presented not later than May 7, 1975 (six months from this date).

RULES AND ORGANIZATION

Flavio Caiuby was appointed Vice-Secretary for the WH when this position was created by the Board at Malaga. No term